

CITY OF SAN JOSÉ, CALIFORNIA  
Department of Planning, Building and Code Enforcement  
801 North First Street, Room 400  
San José, California 95110-1795

Hearing Date/Agenda Number  
H.L.C. 1/08/03      Item 6. C.

File Number  
HP02-017

Application Type  
Historic Preservation Permit

Council District  
6

Planning Area  
Central

Assessor's Parcel Number(s)  
261-34-011, -012, -013, -014, -016, -018,  
-019

## STAFF REPORT

### PROJECT DESCRIPTION

Completed by: **Susie Pineda**

Location: southwest corner of Cahill and West Santa Clara Street

Gross Acreage: 12.2      Net Acreage: 12.2      Net Density: n/a

Existing Zoning: **LI Light Industrial**      Existing Use: **San Jose Diridon Caltrain Station (HL94-100)**

Proposed Zoning: **No change**      Proposed Use: **San Jose Diridon Caltrain Station (HL94-100)**

### GENERAL PLAN

Completed by: **SP**

Land Use/Transportation Diagram Designation  
**General Commercial**

Project Conformance:  
☒ Yes    ☐ No  
☐ See Analysis and Recommendations

### SURROUNDING LAND USES AND ZONING

Completed by: **SP**

North: **San Jose Arena**      **LI, Light Industrial**

East: **Commercial Uses**      **LI, Light Industrial**

South: **Industrial Uses**      **LI, Light Industrial**

West: **Multi-Family**      **A(PD), Planned Development**

Completed by: **SP**

☐ Environmental Impact Report found complete  
☐ Negative Declaration circulated on  
☐ Negative Declaration adopted on

☒ Exempt  
☐ Environmental Review Incomplete

### FILE HISTORY

Completed by: **SP**

Annexation Title: **Gardiner**

Date: **3/16/1911**

### PLANNING DEPARTMENT RECOMMENDATIONS AND ACTION

☐ Approval  
☐ Approval with Conditions  
☐ Denial  
☐ Uphold Director's Decision

Date: January 8, 2003

Approved by: \_\_\_\_\_  
☐ Action  
☒ Recommendation

### OWNER/ DEVELOPER

Peninsula Corridor Joint Powers Board  
Attn. Sveinn Erik Olafsson  
1250 San Carlos Avenue  
San Carlos, CA 94070-1306

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PUBLIC AGENCY COMMENTS RECEIVED

Completed by: SP

Department of Public Works

None

Other Departments and Agencies

None

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GENERAL CORRESPONDENCE

None

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ANALYSIS AND RECOMMENDATIONS

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## **BACKGROUND**

The applicant, the Peninsula Corridor Joint Powers Board (JPB), is requesting a Historic Preservation permit to allow modifications to the San Jose Diridon Caltrain Station (Historic Landmark No. HL94-100) to comply with the Americans with Disabilities Act. ). The proposed project is the final step in fulfilling a Voluntary Compliance Agreement between the Federal Transit Administration and JPB for improved ADA access at the Station. The site is zoned LI Light Industrial and is designated General Commercial on the adopted San Jose 2020 Land Use and Transportation Diagram. Surrounding land uses include \_\_\_\_\_.

The JPB and the Federal Transit Administration, Region IX, hired JRP Historical Consulting Services to conduct a review of the proposed changes for consistency under the National Historic Preservation Act of 1966 (as amended). The Area of Potential Effect is the National Register Boundary for the Southern Pacific Depot, now the San Jose Diridon Caltrain Station (a copy of the National Register nomination is attached). The applicant has prepared a "Finding of Effect" document to submit to SHPO for concurrence in a Finding of No Adverse Effect on the San Jose Diridon Station relative to this project (attached).

The South Bay Historical Railroad Society (SBHRS) holds a Preservation Covenant on the San Jose Station as the result of an agreement with the Peninsula Corridor Joint Powers Board and the California Department of Transportation (CalTrans). In 1996, the City Council accepted a request from the SBHRS asking the City to formally designate the Historic Landmarks Commission as an advisory body to the SBHRS on all issues related to the preservation of exterior and interior historic features at the San Jose Station.

The Preservation Covenant is attached for your reference and states that interior and exterior changes to the Station should conform to the Secretary of the Interior's Standards and the State Historic Building Code. The covenant also requires that rehabilitation of the Station must be done in consultation with the State Office of Historic Preservation (SHPO).

### ***Historic Resource Description***

The Diridon Station is a City Landmark and is listed in the National Register of Historic Places. The resource is composed of six related resources: the main terminal building, the passenger umbrella sheds, the tunnels connecting the terminal to the platforms, car cleaners shed, water tank, the Alameda Underpass and herder's shed.

The Southern Pacific Depot on Cahill Street is a multi-level railroad depot used for both passengers and freight. It was constructed in 1935 in conjunction with the relocation of four and one-half miles of the Pacific Coast line, from the Market Street Station in downtown San Jose, to the Cahill Street Station in the western part of the City. The Southern Pacific Depot relocation was the first major railroad change in San Jose in nearly 75 years.

John H. Christie, Southern Pacific architect, designed the Southern Pacific Depot on Cahill Street, as well as the Los Angeles Union Passenger Terminal. The Southern Pacific Depot is a combination of Italian Renaissance Revival style and Streamline Moderne features. The interior of the depot contains a mural by John MacQuarrie that depicts the colonization of the Santa Clara Valley, with a view of modern San Jose, Lick Observatory and a train in the background clouds.

The Southern Pacific Depot is one of four transportation facilities of that style in California. It is also the only one in that style in the Southern Pacific San Francisco-San Jose Peninsula Service. The Southern Pacific Depot is the largest surviving depot on that line.

### **PUBLIC OUTREACH**

A public hearing notice for the project was published in a local newspaper and mailed to all property owners and tenants within 500 feet of the subject site.

### **ENVIRONMENTAL REVIEW**

Under the provisions of Section 15331 of the State Guidelines for Implementation of the California Environmental Quality Act (CEQA), this project is found to be exempt from environmental review in that the project is limited to the rehabilitation of a historical resource in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings (1995), Weeks and Grimmer.

### **GENERAL PLAN CONFORMANCE**

The proposed project is consistent with the site's General Plan Land Use/Transportation Diagram designation of General Commercial. Additionally, the rehabilitation is consistent with the General Plan Historic, Archaeological and Cultural Resources Goal of the preservation of historically significant structures and districts in order to promote a greater sense of awareness and community identity and to enhance the quality of urban living.

### **PROJECT DESCRIPTION**

The project is the final step in fulfilling a Voluntary Compliance Agreement between the Federal Transit Administration and JPB for compliance with the Americans With Disabilities Act of 1990. In order to meet ADA requirements and provide full accessibility from the depot building at San Jose Diridon Station to the boarding platforms several modifications are proposed. The JPB has applied for this Historic Preservation permit to provide for the proposed modifications. to the San Jose Diridon Caltrain Station.

### **ANALYSIS**

The primary project issue is conformance with the Secretary of the Interior's Standards for Rehabilitation and conformance with the Preservation Covenant for the San Jose Cahill Street Caltrain Station. Appendix 2 of the Covenant calls out the site's "Significant Features." They are:

Exterior:

All historic exterior features located on the parcels being transferred by Caltrans to the Peninsula Corridor Joint Powers Board including brick masonry and mortar; roof; windows and doors and their frames, sashes, and glass; terra cotta cornice and decorative elements; wrought-iron fencing; subway and ramps from station to platforms; entrance marquis; flag pole; pint color of gate, grille, and fence; historic trees.

Interior:

All historic materials including the mural; marble wainscoting; Caen stone plaster wall finishes; terrazzo floor paving; oak benches; ticket counters and glass partition; sans-serif typeface on signage; wall sconces; replicated chandelier; air grilles; floor tiles, baseboards and other historic materials in the restrooms.

The proposed project appears to affect the following features called out in the Covenant:

- ? wrought-iron fencing
- ? and the subway and ramps from station to platforms

The National Register nomination also calls several additional contributing features (see Section number 7, Page 2). Among those that appear to be affected by this project are the following:

- ? Umbrella passenger sheds between tracks 2 and 3 and tracks 4 and 5
- ? Four passenger tracks, separate track for handling mail, baggage and express in carload lots and freight tracks

Standards Nos. one, nine and ten apply to this project:

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

The summary below provides a description of all proposed changes as well as a discussion of compliance with the Standards and the Preservation Covenant.

1. *Install a new wheelchair platform lift from the upper level station concourse area to the lower level landing between the concourse ramp and the tunnel ramp. The installation of the lift will require removal of some of the existing railing at the upper level concourse and minor modifications to the concourse floor.*

The project aims to ameliorate the steep ramp leading from the main terminal concourse by installing a wheelchair platform lift. The installation of the lift will require removal of some of the existing railing at the upper level concourse and minor modifications to the concourse floor to allow wheelchairs to efficiently enter the lift at the upper level. At the bottom of the lift, one of the two doors will be rendered inoperative.

The portion of the railing to be removed will be retained and used to guard the upper portion of the lift within the concourse. At the bottom of the proposed lift, some of the original concrete flooring will be saw cut and removed to allow installation of lift equipment. The lift will be painted to match the surrounding walls and materials.

The installation of the passenger lift will be reversible. While the new lift will be a visible change to the concourse and subway, the applicant has worked to provide a design compatible with the station. The section of fencing removed will be retained and used on the upper concourse. All other construction impacts will be limited to poured concrete walls or floors that will be repairable if the lift were to be removed.

Staff believes that this modification complies with Standard No. 9 and 10.

2. *Modify a partial width of the existing tunnel ramp and floor (east end of tunnel) to meet ADA slope requirements. A handrail and new ramp overlay is required. Revise and modify tunnel signage, as necessary.*

The tunnel leading from the terminal concourse to the platform ramps will be modified to provide the proper slope. This will be accomplished by lowering and filling the existing floor to allow installation of a new surface with an 8.33% slope. The result will be that the new surface will be colored and scored to match the original tunnel floor. A new handrail will be installed along each side of the tunnel ramp. While the break in the slope of the tunnel will no longer match the break in the tunnel ceiling, required clearances will be retained. The general appearance will be retained, as will tunnel dimensions and cross section.

In order to accommodate modification of the tunnel to an appropriate slope, the flooring will be irreversibly altered. Staff believes that the applicant has met the Standards to the greatest extent possible given the need to adjust the slope of the tunnel.

3. *Reconstruct the north platform ramp that leads from the tunnel up to each of the two boarding platforms (platform 2-3 and 4-5) to meet ADA slope requirements.*

In order to meet ADA slope requirements (8.33%), the north platform ramps leading from the main pedestrian tunnel must be lowered and provided with resting points. The result will be that the northern ramp lengths must be extended and their profile lowered. The ramp extensions will require that the ramp walls also be extended. The new wall sections will be of similar height to the original walls, and will be designed with a sympathetic decorative pattern. Also, to accommodate the ramp extension, at each platform two single umbrella shed I-beam posts would be modified to a double support, similar to those that span the existing ramps.

There are three proposed treatments for the new wall sections flanking the ramp extensions. The first uses wrought iron fencing to separate the extended ramp from the platform. The second railing treatment uses a solid concrete wall, of the same dimensions as the original wall. The third design is formed from concrete of the same dimensions as the original railing, but features openings matching the incised design of the original wall.

While the text in the report states that the three alternatives for the railing extensions delineate the difference between the original railing sections and the new sections required for ramp safety, Staff does not recommend wrought iron fencing but does recommend concrete for the extensions. The new extensions

should be in keeping with the existing design but slightly differentiated. The elevation on A2.3, examples 2 and 3, that show a slight differentiation are preferable.

In addition it is Staff's understanding that the existing handrails will be salvaged and reused.

If the distinction is made in the railing extensions, Staff believes that this proposed alteration complies with Standard 9 as the differentiation will help to articulate where the original ramp ends and the extension begins.

4. *Repair and resurface concrete boarding platforms and correct numerous irregularities and elevation differences to meet ADA requirements. Extend and/or reconstruct the north and south end of each platform in accordance with revised platform plan to be developed.*

As a part of the project, platforms 2-3 and 4-5 will be resurfaced and their ends extended to provide additional passenger waiting area and accommodate the longer pedestrian ramps. The resurfacing will provide a surface of uniform color and smooth surface. The color of the new surface will match the original gray concrete, and will be scored to match the original grid pattern.

Because the platforms have been repaired, modified and resurfaced in a piecemeal fashion since originally constructed, the impact on the historic fabric of the platforms surfaces will not be an adverse impact.

Staff supports the resurfacing given the need to provide an accessible surface.

5. *Each platform will be widened along one edge (width TBD) in conjunction with the relocation of track nos. 2 and 5.*

The widening of the platforms is proposed to prevent high-level freight cars from hitting the platform canopy. The extra width also improves customer safety on the platform, especially along one side of the ramp wall. The relocation of track no. 5 towards the east will also require an adjustment to the location of track nos. 6 and possibly 7. Height of the track at the platform area may need to be adjusted to conform to the platform height.

Without more information of the degree of widening proposed, it is difficult for Staff to comment. Staff recommends that the alteration of the platforms through widening be the alternative of last resort.

6. *Relocate and modify, as necessary, the following platform facilities: signage, visual messaging, benches, lighting and roof drainage.*

The current signage will be removed (except for signage mandated by regulation), and new signage sympathetic to the original versions hung from (but not attached to) the umbrella shed rafters. New signs on the platforms will be mounted on I-beam sections similar to the I-beams supporting the umbrella sheds. The current lighting is modern and will be retained. None of the original platform benches have survived; replacement benches will be chosen to blend with the station design. The effect of these modifications will not be adverse, because they involve replacement of existing modern, intrusive elements with other modern versions designed to better blend with the historic fabric of the station. All changes are proposed to be reversible.

Staff believes that these proposed modifications comply with Standard Nos. 9 and 10; however, Staff recommends that any historic signage, such as the sign shown on page 18, be identified and retained.

7. *Install a center fence between Track 1 and Track 2.*

The proposed project calls for installing a steel safety fence, sympathetic in design to the fences within the concourse and installed north of the station, to keep passengers from crossing from the Caltrain platforms to the main terminal by walking on the tracks.

The installation of this safety fencing will introduce a new visual element between the passenger platforms serving tracks 2 and 3 and Track 1, which is located nearest the terminal buildings. The fencing will be painted to match the other steel fencing within the station (original sections within the terminal building, and new sections north of the terminal between the tracks and the parking lots). The design is sympathetic to, but not a copy of, the original steel fencing, and is in keeping with the design and function of the complex as a whole. Furthermore, the addition is reversible without repair to the original fabric of the station.

Staff believes that this proposed change complies with Standard No. 9 and 10.

8. *Install up to 30 small flush mount video security cameras in the station building, and on the platforms.*

Small flush mount video security cameras will be installed in the station building, in the tunnels and ramps, and on the platforms; exact locations for each installation has not yet been determined. These are relatively small and will be wall and ceiling mounted. The units are small, are similar to other modern signs and switches installed at the station, are relatively unobtrusive, and will be reversible installations.

Staff supports the addition of the proposed security cameras.

9. *Install changeable message signs on the platforms, one outside the building next to the bus stops, and one below the existing changeable message sign inside the waiting room behind the ticket counter.*

This improvement will occur at three locations, namely the platforms, the bus station and in the main terminal hall. Changeable message signs are proposed to be located on the platforms. They will be hung from the umbrella-shed rafters as will other proposed signage, using clamps rather than permanent mounts, and thus will not be a permanent change to the platform or sheds. The changeable message sign in the bus stop area is proposed to be located as far from the terminal building as possible so it is not a dominant feature in the view of the arriving passengers coming into the station parking lots. The sign is proposed to be 49 inches long, 12.5 inches tall and will be mounted on a 92.5-inch tall steel post with a cross arm. The third changeable message sign is proposed to be located in the main terminal hall, behind the ticket station on the interior of the west wall of the hall. It will be hung from an existing modern sign and will not be affixed to the wall.

Staff believes that the proposed changes conform to Standards Nos. 9 and 10 because the interchangeable message signs are not permanently affixed and are reversible without damage to the structure and the proposed signage is compatible yet differentiated from the historic resource.

10. *Install small "talking sign" transmitters at various locations around the station and platforms. These transmitters will not emit sound, but will only transmit to those with a "talking sign" receiver.*

The locations of the “talking signs” have not yet been determined. They will be located at movement points (corners, ramp ends, doorways, etc.) to allow visually impaired passengers to obtain directions through the “talking sign” transmitter system.

Staff believes that the addition of the talking signs conform to Standard No. 10 because they are modern elements that are differentiated from the historic materials that characterize the resource.

## **RECOMMENDATION**

Planning staff recommends that the Historic Landmarks Commission find that the proposal conforms to the Secretary of the Interior’s Standards and recommend approval of the proposed alterations to the Director of Planning with standard conditions and the following specific recommendations and that the Landmark Commission recommendations be forwarded to the State Historic Preservation Officer:

- ? Historic signage, such as the sign shown on page 18, be identified and retained.
- ? That the new wall sections flanking the ramp extensions on the platforms be of the same material as the existing walls but that there be a modest distinction in design.

Planning staff further recommends that

C: Lori Garcia, South Bay Historical Railroad Society

### Attachments:

- ? Proposed ADA Compliance Modifications (Phase 2) for the Caltrain Cahill Station in San Jose, California, Finding of Effect, by JRP Historical Consulting Services
- ? National Register of Historic Places Nomination Form (included in JRP report)
- ? Preservation Covenant, San Jose Caltrain Station
- ? Reduced Plan Set